

Opening Statement by the Honorable Senator Kay Bailey Hutchison
Aviation Subcommittee's Hearing on Airport Security

Before we start, I would like to thank Chairman Gorton for his cooperation. Without his strong support, we would not be holding this hearing on this critically important issue.

Approximately 500 million passengers will pass through U.S. airports this year. Protecting their safety is an incredible challenge to the men and women of the aviation industry. The Federal Government, through the Federal Aviation Administration and industry together, must do everything within our power to protect the public from the menace of terrorism and other security threats.

In 1996, soon after the tragedy of TWA flight 800, I proposed new requirements to improve security at the nation's airports. Congress adopted these requirements as part of the Federal Aviation Reauthorization Act of 1996. This legislation attempted to improve the hiring process and enhance the professionalism of airport security screeners. The act also directed the FAA to upgrade security technology with regard to baggage screening and explosive detection.

In my view, the FAA has been slow to implement these vital security improvements. The FAA does not plan to finalize the regulation to improve training requirements for screeners and certification for screening companies until May 2001. Five years is too long to wait. Technology upgrades have also been slow in coming, even though the upgraded technology is readily available. The traveling public should not have to wait yet another year before these improvements are implemented.

The FAA must modernize its procedure for background checks of prospective security-related employees. An FAA background check currently takes 90 days. That is too long. Under current procedures, the FAA is required to perform these checks only when an applicant has a gap in employment history of 12 months or longer, or if preliminary investigation reveals discrepancies in an applicant's resume. But 43% of violent felons serve an average of only seven months. This gap should be closed.

I plan to introduce legislation, The Airport Security Improvement Act, which would direct FAA to require criminal background checks for all

applicants for positions with security responsibilities, including security screeners. The bill will also require that these checks be performed expeditiously.

My legislation will also direct FAA to improve training requirements for security screeners by September 30 of this year. FAA should require a minimum of 40 hours of classroom instruction and 40 hours of practical on-the-job training before an individual is deemed qualified to provide security screening services. This standard would be a substantial increase over the 8 hours of classroom training currently required for most screening positions in the U.S. The 40 hour requirement is the prevailing standard in most of the industrialized world.

Finally, my bill would require FAA to work with air carriers and airport operators to strengthen procedures to eliminate unauthorized access to aircraft. Employees who fail to follow access procedures should be suspended or terminated. I understand that FAA is currently working on improving access standards. I hope that this bill will encourage them to do so in a timely fashion.

We are privileged to have with us today a distinguished panel of witnesses who are well-versed in the area of airport security. I want to welcome them to the hearing and I am looking forward to their testimony.